

Roadside Inspection Program: What Inspectors Need to Know

The Roadside Inspection Program is important to the success of CSA, the Federal Motor Carrier Safety Administration's (FMCSA) new enforcement program, Compliance, Safety, Accountability (CSA). Roadside inspectors serve as the first line of defense against those carriers that pose a high crash-risk and they play a critical role in improving commercial motor vehicle (CMV) safety.

Roadside Inspectors Making a Difference

Roadside inspection results are central to the CSA Safety Measurement System (SMS). The SMS uses roadside inspection results, along with crash reports, to evaluate carriers' current on-road safety performance, identifying those at highest risk for future crashes for safety interventions. For that reason, roadside inspectors play an even more central role in roadway safety than ever before. By working to ensure the uniformity and high data quality of all inspections, inspectors will play an even greater role in helping to reduce CMV crashes throughout the United States.

All Inspections Count

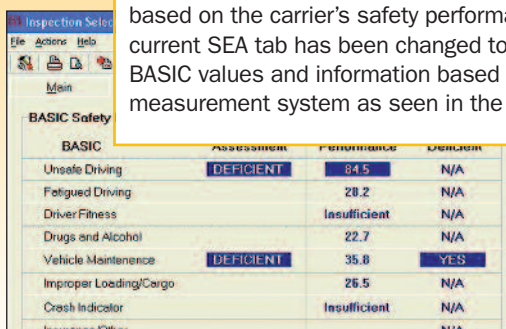
Under CSA, the role of the roadside inspector does not change. Roadside inspections are still being conducted in accordance with the North American Standard Driver/Vehicle Inspection Levels. Compliance and enforcement designed to advance CMV safety continue to be the top priority. What has changed is that **under CSA, all roadside inspection results count in compiling a carrier's safety profile**. This means that roadside inspections and results are more important than ever and have a greater impact on roadway safety than ever before.

CSA Impact on Roadside Inspection

Between February 2008 and June 2010, FMCSA tested the CSA Operational Model in several states and, based on the results, is implementing the new program nationwide. As part of the test, the FMCSA Inspection Selection System (ISS) and Query Central highlight carriers who are alerted in one or more of the seven Behavior Analysis and Safety Improvement Categories (BASICs) and recommend that inspectors look carefully at those areas during an inspection. CSA's safety benefits rely on high-quality documentation of both inspections with and without violations. Clean inspection results help to clear a carrier's safety profile and thereby enable enforcement resources to shift their focus to other carriers that have current safety problems.

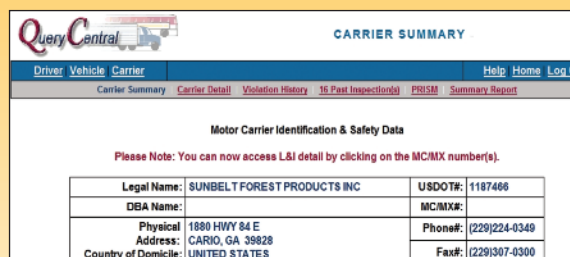
Desktop System

Under CSA, FMCSA updated the ISS and Query Central underlying algorithm, but did not substantively change the look or feel of the display on the main tab. These systems still make a pass/inspect recommendation and show a red, yellow, or green light on the main tab based on the carrier's safety performance. The current SEA tab has been changed to display BASIC values and information based on the new measurement system as seen in the screenshot.



BASIC	Assessment	Performance	Denominator
Unsafe Driving	DEFICIENT	84.5	N/A
Fatigued Driving		28.2	N/A
Driver Fitness		Insufficient	N/A
Drugs and Alcohol		22.7	N/A
Vehicle Maintenance	DEFICIENT	35.8	YES
Improper Loading/Cargo		25.5	N/A
Crash Indicator		Insufficient	N/A
Insurance/Other			N/A

Web-Based System



Query Central CARRIER SUMMARY

Driver Vehicle Carrier Help Home Log Out

Carrier Summary Carrier Detail Violation History 15 Past Inspection(s) PHSB Summary Report

Motor Carrier Identification & Safety Data

Please Note: You can now access L&I detail by clicking on the MC/MX number(s).

Legal Name:	SUNBELT FOREST PRODUCTS INC	USDOT#: 1187466
DBA Name:		MC/MX:
Physical Address:	1880 HWY 84 E CARO, GA 30928	Phone#: (229)224-0349
Country of Domicile:	UNITED STATES	Fax#: (229)307-0300

ISS and Query Central have replaced all information based on SafeStat (e.g. Safety Evaluation Area (SEA) values) with CSA BASIC information from SMS. This means that some State Commercial Vehicle Information Exchange Window (CVIEW) systems may show blanks where SEA information is currently shown, until those systems are updated.










Roadside Violations and the Safety Measurement System

Safety-related violations found at the roadside are at the foundation of the CSA measurement system. The SMS, which replaced SafeStat, quantifies the on-road safety performance of carriers and drivers to identify candidates for interventions, to determine the specific safety problems exhibited by a carrier or driver, and to monitor whether safety problems are improving or worsening.

The Carrier SMS uses a motor carrier's data from roadside inspections (including all safety-based violations, State-reported crashes, and the Federal motor carrier census) to quantify performance in seven BASICs.

Behavior Analysis and Safety Improvement Categories (BASICs) & Example Violations

	Unsafe Driving: Operation of commercial motor vehicles (CMVs) by drivers in a dangerous or careless manner.	Speeding, reckless driving, improper lane change, and inattention. (FMCSR Parts 392 and 397)
	Fatigued Driving (Hours-of-Service): Operation of CMVs by drivers who are ill, fatigued, or in non compliance with the Hours-of-Service (HOS) regulations. This BASIC includes violations of regulations pertaining to logbooks as they relate to HOS requirements and the management of CMV driver fatigue.	HOS, logbook, and operating a CMV while ill or fatigued. (FMCSR Parts 392 and 395)
	Driver Fitness: Operation of CMVs by drivers who are unfit to operate a CMV due to lack of training, experience, or medical qualifications.	Failure to have a valid and appropriate commercial driver's license and being medically unqualified to operate a CMV. (FMCSR Parts 383 and 391)
	Controlled Substances/Alcohol: Operation of CMVs by drivers who are impaired due to alcohol, illegal drugs, and misuse of prescription or over-the-counter medications.	Use or possession of controlled substances/alcohol. (FMCSR Parts 382 and 392)
	Vehicle Maintenance: Failure to properly maintain a CMV.	Brakes, lights, and other mechanical defects, and failure to make required repairs. (FMCSR Parts 393 and 396)
	Cargo-Related: Failure to properly prevent shifting loads, spilled or dropped cargo, overloading, and unsafe handling of hazardous materials on a CMV.	Improper load securement, cargo retention, and hazardous material handling. (FMCSR Parts 392, 393, 397, & HM Violations)
	Crash Indicator: Histories or patterns of high crash involvement, including frequency and severity. It is based on information from State-reported crashes.	

In the CSA Operational Model, roadside inspectors lay the foundation for a stronger performance-driven national CMV safety program.

CSA is FMCSA's new enforcement and compliance program to improve large truck and bus safety and ultimately reduce CMV-related crashes, injuries, and fatalities. For more information, visit <http://csa.fmcsa.dot.gov>

